Notice No.3

Rules and Regulations for the Classification of Inland Waterways Ships, July 2021

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices.
Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2022

Amendments to	**Effective date**	**IACS/IMO implementation (if applicable)**
Part 5, Chapter 1, Section 7	1 July 2022	N/A
Part 5, Chapter 10, Section 2	1 July 2022	1 July 2022

Part 5, Chapter 1
General Requirements for the Design and Construction of Machinery

■ *Section 7*
Quality ~~assurance scheme~~ Assurance Scheme for ~~machinery~~ Machinery

7.2 Requirements for approval

7.2.1 Details for approval to the requirements of this ~~q~~Quality ~~a~~Assurance ~~s~~Scheme for ~~m~~Machinery (QAM) are contained in *~~Pt 5, Ch 1, 6 Trials~~* *Pt 5, Ch 1, 6 Quality Assurance Scheme for Machinery* of the *Rules and Regulations for the Classification of Ships*.

Part 5, Chapter 10
Piping Design Requirements

■ *Section 2*
Carbon and low alloy steels

2.11 Other mechanical couplings

Existing Table 10.2.5 has been deleted and replaced with below.

Table 10.2.5 Application of mechanical joints

Systems	Kind of connections			Classification of pipe system	Fire endurance test condition, *see* Note 7
	Pipe unions	Compression couplings	Slip-on joints		
Flammable fluids (flash point ≤ 55°C)					
Cargo oil lines, *see* Note 4	+	+	+	dry	30 min dry (*)
Crude oil washing lines, *see* Note 4	+	+	+	dry	30 min dry (*)
Vent lines, *see* Note 3	+	+	+	dry	30 min dry (*)
Inert gas					
Water seal effluent lines	+	+	+	wet	30 min wet (*)
Scrubber effluent lines	+	+	+	wet	30 min wet (*)
Main lines, *see* Notes 2 & 4	+	+	+	dry	30 min dry (*)
Distribution lines, *see* Note 4	+	+	+	dry	30 min dry (*)
Flammable fluids (flash point > 55°C)					
Cargo oil lines, *see* Note 4	+	+	+	dry	30 min dry (*)
Fuel oil lines, *see* Notes 2 & 3	+	+	+	wet	30 min wet (*)
Lubricating oil lines, *see* Notes 2 & 3	+	+	+	wet	
Hydraulic oil, *see* Notes 2 & 3	+	+	+	wet	
Thermal oil, *see* Notes 2 & 3	+	+	+	wet	
Sea water					
Bilge lines, *see* Note 4	+	+	+	dry/wet	8 min dry + 22 min wet (*)
Permanent water filled fire-extinguishing systems, e.g. fire main, sprinkler systems, *see* Note 3	+	+	+	wet	30 min wet (*)
Non-permanent water filled fire-extinguishing systems, e.g. foam, drencher systems and fire main, *see* Note 3	+	+	+	dry/wet	8 min dry + 22 min wet (*)
Ballast system, *see* Note 1	+	+	+	wet	30 min wet (*)
Cooling water system, *see* Note 1	+	+	+	wet	30 min wet (*)
Tank cleaning services	+	+	+	dry	Fire endurance test not required
Non-essential systems	+	+	+	dry, dry/wet, wet	Fire endurance test not required
Fresh water					
Cooling water system, *see* Note 1	+	+	+	dry	Fire endurance test not required
Condensate return, *see* Note 1	+	+	+	dry	
Non-essential system	+	+	+	dry	

Sanitary/drains/scuppers					
Deck drains (internal), *see* Note 6	+	+	+	dry	Fire endurance test not required
Sanitary drains	+	+	+	dry	
Scuppers and discharge (overboard)	+	+	-	dry	
Sounding/vent					
Water tanks/dry spaces	+	+	+	dry, wet	Fire endurance test not required
Oil tanks (f.p. > 55°C), *see* Notes 2 & 3	+	+	+	dry	
Miscellaneous					
Starting/control air, *see* Note 1	+	+	-	dry	30 min dry (*)
Service air (non-essential)	+	+	+	dry	Fire endurance test not required
Brine	+	+	+	wet	
CO_2 system (outside protected space), *see* Note 1	+	+	-	dry	30 min dry (*)
CO_2 system (inside protected space)	+	+	-	dry	Mechanical joints shall be constructed of materials with a melting point above 925°C.
Steam	+	+	+ *see* Note 5	wet	Fire endurance test not required

Abbreviations:
+ Application is allowed.
- Application is not allowed.
* Fire endurance test as specified in LR's *Test Specification No. 2, Ch 5, Appendix 4 – Mechanical pipe joints – Fixed connections, 4.2.7*.

Note *1*. Mechanical joints that include any components which readily deteriorate in case of fire, are to be of an approved fire-resistant type when fitted in machinery spaces of category A. Mechanical couplings fitted on the 'bilge main' in machinery spaces of category A are to be of steel or equivalent material.

Note *2*. Mechanical joints that include any components which readily deteriorate in case of fire are not permitted in machinery spaces of category A or accommodation spaces. Mechanical joints that include any components which readily deteriorate in case of fire that are of an approved fire-resistant type may be fitted in other machinery spaces provided the joints are located in easily visible and accessible positions.

Note *3*. Mechanical joints that include any components which readily deteriorate in case of fire fitted on fuel oil lines are to be of an approved fire-resistant type. Mechanical joints that include any components which readily deteriorate in case of fire fitted on other systems are to be of an approved fire-resistant type except when fitted on open decks having little or no fire risk.

Note *4*. Mechanical joints that include any components which readily deteriorate in case of fire are to be of an approved fire-resistant type when fitted in pump rooms and on open decks.

Note *5*. *See Pt 5, Ch 10, 2.11 Other mechanical couplings 2.11.10*.

Note *6*. Mechanical joints are only permitted above bulkhead deck of passenger ships and freeboard deck of cargo ships.

Note *7*. A category A machinery space is a machinery space containing internal combustion machinery for main propulsion or internal combustion machinery used for purposes other than main propulsion where such machinery has a total power of not less than 375 kW, or containing any oil-fired boiler or fuel oil unit, or any other oil-fired equipment other than boilers.

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